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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

COUNTRY Poland

SUBJECT Conditions at Szczecin Shipyard

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2. "The Szczecin shipyard was enlarged in 1952 and the Arsenal Quay was taken over by the shipyard. The best parts of the harbour are in the hands of the Soviets. It is rather a considerable sector near the railway station which Poles are not permitted to enter. The Soviets employ mainly German labour in the harbor. However, the majority of the ships coming from or destined to the USSR load goods in the Polish part of the harbour; the installations in the Soviet harbour are idle as a rule and the cranes and other equipment are rusting.
3. [ ] the EWA Quay [ ] had four cranes. These cranes were not new; they had been dismantled in Hungary and sent to Poland piece by piece. The upper parts had arrived first and the lower parts last and for this reason they could not be assembled until all the parts had arrived. These cranes were erected on Bytom Quay but much time was lost due to the fact that they had arrived in installments. On Katowice Quay there were two fine modern cranes of Soviet origin which could lift nine tons each. Both of these cranes and Katowice Basin have been taken over by the Soviets. On Bytom Quay there is one overturner (wywrotnica) and three cranes of Polish-(Gliwice)-make. Kaahubian Quay has four cranes of Czech-make. The widely publicized 'tasnowiec' [ ] has broken down and is slowly rusting. Poland is not able to produce the spare parts required [ ] The three large cranes on rails at the

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Port Centralny which can each load four-floor storehouses cannot be used by the Poles any more. The Soviets took over this sector of the harbour about a year ago, and with it the cranes. Thus, the Poles were left with inferior equipment while the best is in the hands of the Soviets who even refuse to lend it to the Poles for loading Soviet ships which come to the Polish sector of the harbour for their cargo.

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4. "In 1952 new pay-rates were introduced, together with the piecework system. All had to work more in order to get the same income.

When no Party boss or other Communist was present, the foremen could shut eyes when some worker arrived a little late or a small accident occurred. This spared workers from fines and other unpleasantness. But the harbour boss at EWA Quay, Roman Danieluk, who was an active Communist, did his best to embitter the life of the workers. The smallest delays and damages were punished. A worker had to pay 10% of his salary for three months for accidents caused by or to the crane during the loading of the cargo.

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the Party Secretary was Wladyslaw Itczak who was later arrested under the charge of being a deserter from the Soviet army. On the Quay EWA the Party Secretary was (fnu) Pich. This man was as bad as Danieluk. He, too, tried to squeeze from workers as much work as possible, and treated them as slave labor. Day and night he and Danieluk suspected sabotage and each worker who in some way aroused their aversion or suspicion was immediately fired.

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5. "The crane workers worked on the quays in three shifts, from 7 am to 3 pm, from 3 to 10 pm and from 10 pm to 7 am. Soon the workers discovered that it did not pay to overfulfill a norm too much. As soon as some brigade of workers kept for some time a working speed which was considerably over the norm, the norm was increased and a higher norm taken as the basis for payment. The dockworkers were thus faced with an insoluble dilemma: the small income and order from the authorities pressed them to a higher efficiency and as soon as they were more efficient their norms were raised and incomes went down again. In such circumstances bitterness increased, workers became less careful, accidents occurred, workers had to pay fines, incomes sunk still more, bitterness grew, workers became less interested in work, neglected it, sabotaged in some way, got fired, sometimes arrested. In other words, a vicious circle prevailed.

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6.

7. "One of the most important commodities exported to the USSR is sugar. Most of the sugar produced in Poland, Czechoslovakia and Hungary is shipped to the USSR via Szczecin. The sugar is stored in the 'magazyn drobnicowy' on EWA Quay. From autumn to spring two or three Soviet ships of 3,000-4,000 tons each, load the sugar there weekly. As the Poles have only one automatic conveyor, eight meters long, to carry the sugar sacks onto the ships and as two shifts of workers work in each shift, the Poles asked the Soviets to lend them a conveyor from their sector of the harbour. This conveyor was not used at all as the Soviets did not load anything in their sector, but the request was refused. This caused much bitterness among the

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deckworkers. The dockworkers do not have enough money to buy sugar, which costs 15 zl per kg, and they are upset and angry that almost all sugar goes to the USSR while Poland is so short of it. The same is the case with many other commodities. Nobody is as well aware as the dockworkers of the ruthless exploitation of Poland by the Soviets. They see full-laden ships go eastwards and return empty only too often, and ships arrive from the USSR with grain which is put into the elevator from which German barks soon take it to East Germany. In other words, practically no consumer goods come from the USSR so that the Polish population, exploited by the Soviets, gets nothing in return. The Soviets did deliver some machinery to Poland, the dockworkers say, but it did not pay the value of Polish exports to the USSR even to a small degree. It also has to be taken into consideration that Polish exports to other Eastern countries, such as China, are carried out as so-called triangle export. This means that Poland exports to those countries goods of much higher value than it imports from them. The difference in favour of Poland should be paid in goods from the USSR but the dockworkers believe that very little comes from the USSR in return, at least they have seen nothing of the kind in Szczecin. To complain about one-sided trade with the USSR and its Satellites, or about the constantly sinking living standard of the workers which to a great extent is caused by Soviet exploitation of Poland, and to curse the Soviets, are cherished themes of conversation of the workers, if they are among themselves and are not afraid of informers."

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workers.

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